

Federal Property Management Regulations

§ 101-37.100

- mail, and records resulting from aircraft accidents and incidents?
- 101-37.1105 What must I report regarding an aircraft accident, incident, or overdue aircraft?
- 101-37.1106 What must I do when the NTSB investigates an accident or incident involving my aircraft?
- 101-37.1107 What must I do if I observe a condition, act, maintenance problem, or circumstance that has the potential to cause an aviation related mishap?
- 101-37.1108 Why is it important that I be provided aircraft accident/incident related guidance in the form of this subpart, in addition to that found in 49 CFR parts 830 and 831?
- 101-37.1109 What training must I have to participate in an NTSB investigation?

Subparts 101-37.12—Federal Agency Aviation Safety Program

- 101-37.1200 General.
- 101-37.1201 Applicability.
- 101-37.1202 Agency aviation safety responsibilities.
- 101-37.1203 Aviation safety manager qualifications.
- 101-37.1204 Program responsibilities.
- 101-37.1205 Program elements.
- 101-37.1206 Aviation safety council.
- 101-37.1207 Inspections and evaluations.
- 101-37.1208 Hazard reporting.
- 101-37.1209 Aircraft accident and incident investigation and reporting.
- 101-37.1210 Education and training.
- 101-37.1211 Aviation protective equipment.
- 101-37.1212 Aircrew qualification and certification.
- 101-37.1213 Aircraft accident and incident database.
- 101-37.1214 Aviation safety awards program.

Subpart 101-37.13 [Reserved]

Subpart 101-37.14—Forms

- 101-37.1400 General.
- 101-37.1401 GSA forms availability.

AUTHORITY: Sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c); the Budget and Accounting Act of 1921, as amended; the Budget and Accounting Procedures Act of 1950, as amended; Reorganization Plan No. 2 of 1970; Executive Order 11541; and OMB Circular No. A-126 (Revised May 22, 1992).

SOURCE: 56 FR 5356, Feb. 11, 1991, unless otherwise noted.

§ 101-37.000 Scope of part.

(a) The provisions of this part prescribe policies and procedures and make recommendations for executive agencies governing the efficient and ef-

fective management and utilization of Government-owned, leased, chartered and rented aircraft and related support services.

(b) Agencies are responsible for establishing clear accountability for aircraft management at a senior management level.

[57 FR 48329, Oct. 23, 1992]

Subpart 101-37.1—Definitions

§ 101-37.100 Definitions.

In part 101-37, the following definitions apply:

Acquisition date means the date the agency acquired the asset.

Acquisition value means the value initially recorded on agency property records and/or accounting records at the time of acquisition. If the aircraft is acquired through an interagency transfer, the acquisition value is the greater of the aircraft net book value plus the cost of returning the aircraft to an airworthy, mission ready condition or the commercial retail value of that aircraft in average condition. If it is a military aircraft without a commercial equivalent, the acquisition value is equal to the scrap value plus the cost of returning the aircraft to an airworthy, mission ready condition.

Actual cost means all costs associated with the use and operation of an aircraft as specified in § 101-37.406(b).

Agency aircraft means an aircraft, excluding aircraft owned by the Armed Forces, which is: (1) owned and operated by any executive agency or entity thereof, or (2) exclusively leased, chartered, rented, bailed, contracted and operated by an executive agency.

Aircraft accident means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft received substantial damage.

Aircraft part means any part, component, system, or assembly primarily designated for aircraft.

Bailed aircraft means any aircraft borrowed by a department or agency from the Department of Defense (DOD),